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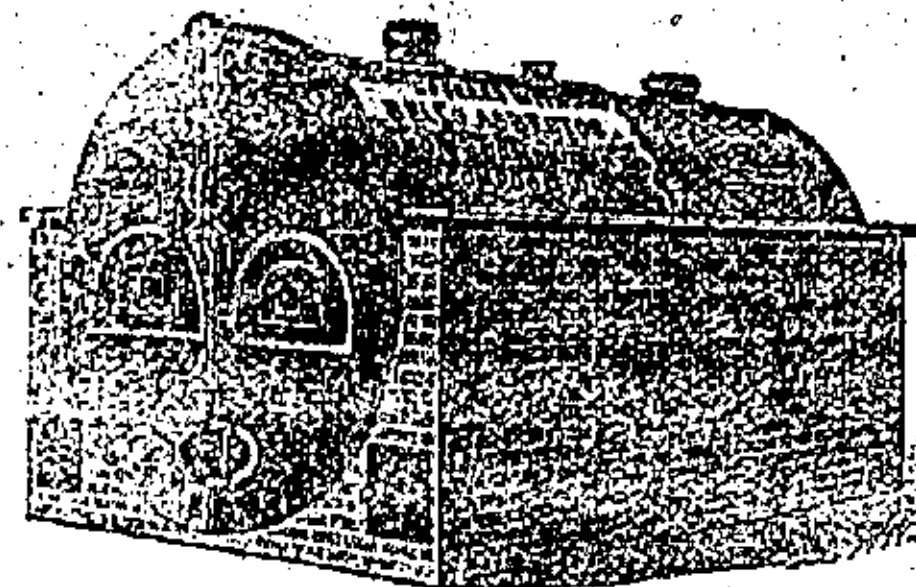
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Hongkong, March 7, 1907. 426

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Hongkong, March 2, 1908.

MEE CHEUNG.

ART PHOTOGRAPHER.
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Hongkong, January 26, 1907. 116

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Hongkong, March 18, 1907. 560

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GEORGE CURRY,
Local Secretary.
Hongkong, May 18, 1907. 879

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A. S. WATSON & CO., LIMITED, ESTABLISHED A.D. 1841, Hongkong, May 21, 1907.

MEMOS FOR TO-MORROW.

Miscellaneous.
Goods per Korea undelivered after noon this date subject to rent.

General Memoranda.

WEDNESDAY, May 29.—12.15 p.m.—Meeting of The 'Star' Ferry Co., Ltd., at Messrs Glibb, Livingston & Co.'s Office.
4 p.m.—Meeting of Hongkong General Chamber of Commerce at City Hall.
2.30 p.m.—Auction of Household Furniture, &c., at No. 4, The Albany.
Goods per Schwaner undelivered after this date subject to rent.
Goods per Sooteri not cleared at 4 p.m. on this date subject to rent.

THURSDAY, May 30.—9 p.m.—Performance at City Hall.

FRIDAY, May 31.—Noon.—Meeting of The Hongkong and Shanghai Banking Corporation, at the City Hall.
Goods per Braemar undelivered after this date subject to rent.

MONDAY, June 3.—Goods per Sooteri undelivered after this date at Noon will be subject to rent and landing charges.

SATURDAY, June 29.—Noon.—Meeting of The National Bank of China, Ltd., at the Bank Premises.

The China Mail.

HONGKONG, MONDAY, MAY 27, 1907.

JAPAN AND AMERICA.

Scarcely incidents as the attack upon the Japanese restaurants at San Francisco may easily be misinterpreted. All we learn from the cable from Tokyo is that the keepers of the restaurants have been ill-used and their property destroyed. Also there was the vague and puzzling announcement that the outrage was 'premeditated.' We say puzzling because the average Britisher has such respect for law that it seems almost unthinkable that an attack upon the peaceable subjects of a friendly power should be pre-arranged and no action taken by the authorities. But it has to be remembered that things are ordered differently in the United States, especially in California, and that the police have their own politics. They are State, not national, employees, and the possibility is that they see just so much as it is considered desirable they should see. The cablegrams hitherto have been provocative of curiosity rather than explanatory. Why were the restaurants attacked? What class of men attacked them? What attitude have the State and the Federal Government assumed? The answers to these questions are of the first importance because upon them may depend the peace of the world. We have no desire to pose as alarmists, but in the absence of reassurance there is much in the situation to cause grave apprehension. The recent school difficulty was smoothed over by the arrangement of a compromise, which, though it could not be taken as final, appeared to hold out hopes of a satisfactory ending of the strained relations which preceded it. It is known of course that the compromise was satisfactory neither to the Japanese nor to the anti-Japanese party in the Pacific Coast State. Still there was a fair prospect of the bitterness aroused by the action of the State authorities in excluding the Japanese from the schools dying away. It looks very much as if, for reasons of its own, some Californian political party was determined not to let the matter rest and to bring about trouble between the United States and Japan. That such was the purpose of the riot we reported on Saturday seems extremely probable. A certain section of Californians will not be satisfied unless Japanese are absolutely excluded from the State. Having partially failed in the campaign of moral suasion they appear to have decided upon recourse to physical force. It is difficult to foresee what the upshot is likely to be. The Federal Government may receive a claim for an indemnity from Japan. According to precedent it will disavow liability but pass the claim on to the State. The State, if it also follows precedent, will flatly decline to admit any claim. What will happen next? No one can foretell but much would depend upon the spirit in which the diplomats of Washington and Tokyo approached the problem. Of course it may be that the out-break was due to some purely local cause in which case

the position would not be so dangerous. But whatever led up to it, it is to be feared that the outcome will be a further straining of the relations between Japan and United States. Friends of both countries, and the British in particular, will sincerely hope that this strain is relieved before the breaking point is reached.

Correspondents in Shanghai papers are waxing wroth over the relative merits and demerits of the cash and credit systems. It all started over the gentle chit. The people of the northern Settlement take up the paradoxical position of objecting to the chit and objecting to its abolition. Now they have drifted off into arguments as to whether cash or credit is better for the national welfare. They ought to accept Omar's advice to 'take the cash and let the credit go' even if they cannot bring themselves up to paying the cash. It is noticeable that the majority favour the credit system.

Once again the heavy loss inflicted upon local companies by the debased subsidiary coinage has been brought forcibly before the general public. At the annual meeting of the shareholders of Messrs A. S. Watson and Company, Limited, the Chairman (Mr Henry Humphreys) stated that during the past year the Company had lost about \$15,000 through discount on subsidiary coins. This amounts to 12.78 per cent of the Company's profits and would be almost enough to pay a dividend of 2 per cent to shareholders. Therefore it is matter for wonder that general dissatisfaction is felt at the supine attitude adopted by the Government? Were such a condition of affairs existent in a self-governing Colony it would not be long before a remedy was obtained, but here no steps whatever are taken to combat the evil. Even those most interested—the merchants and general public, out of whose pockets the profits gained by the mintage of these coins is taken—are not bestowing upon the question the consideration it warrants. Occasionally there is a growl, and there it ends. Nothing happens, however. The coins still circulate and are accepted at face value for sums under \$2. The thrifty housewife, who does her marketing daily and pays cash, reaps a slight benefit but that is all. Nor will a remedy be found until the public makes an insistent demand upon the Government and forces them to listen.

According to a Reuters telegram published in this issue Liebt, Walter Wellman will endeavour to reach the North Pole in July in an airship. This will be the second attempt Wellman has made to do what other men have failed in, and the expedition steamer Frithjof, which is now at Tromsø, is to be ready to leave Tromsø with the expedition on board, for Spitzbergen, in June. The party will consist of about 35 men, and will proceed at once to the expedition base at Dane's Island, established last year where three men are now living. The balloon part of the airship America has been rebuilt in the ateliers of M. Mallet, the well-known constructor. The great ship is now 55-82 metres (183.14ft.) in length, with a greatest diameter of 16 metres (52.3ft.). Its volume is 7,500 metres cube, or 265,000 cubic feet, and when inflated will have a lifting force of 19,500lb (8,870kilos). An entirely new steel car and mechanical equipment have been built in the expedition's own workshops, at Gennevilliers, a suburb of Paris, under the direction of Mr. Wellman and the expedition's chief engineer, Mr. Melvin Vaniman, an American. The car itself is 11ft. in length, of steel tubing, remarkably light and strong. The backbone of this car is a steel reservoir of equal length to contain 1,200 gallons (6,800lit.) of petrol for the motors. The principal motor, a 60-70 horse power Clement, works directly on two steel screws, 11.5ft. in diameter, placed at each side of the car, type Lebaudy-Patrie. The proper speed of this airship is 16-18 statute miles per hour, and the fuel carried gives 150 hours of motoring at full speed; radius of action over 2,250 miles, or nearly double the distance from Spitzbergen to the Pole and back again. All the mechanical part is being thoroughly tested by weeks of running, and at Spitzbergen trials will be made in the air of the completed ship, before attempting the voyage to the Pole. In addition to motors, machinery, nearly three and a half tons of petrol, the crew of four or five men, a dozen sleds—dogs and a completely

equipped sledging party for a possible return over the ice in case of need, the America will carry a ton and a half of food, making it possible for the crew to spend the entire winter in the Arctic regions should that be necessary. It is planned to reach the expedition base at Spitzbergen in June, to have trials of the airship in July, and to start for the Pole in the latter part of that month, or in the first half of August.

A DISPUTED MORTGAGE.

Counter Claim for \$10,000.

In the Original Jurisdiction of the Supreme Court this morning, before His Lordship Sir Francis Pigott (Chief Justice) Long Koo, of the Fook Wo Chong; sued Ng Wai, merchant, in respect to an alleged mortgage.

Hon. Mr H. E. Pollock, K.C., and Mr H. G. Calhoun (instructed by Mr A. G. Jackson, of Messrs Johnston, Stokes and Masters) represented the plaintiff and Mr M. W. Shide (instructed by Mr G. K. Hall Brutton) appeared for the defence.

The statement of claim set forth that Long Koo purchased certain leasehold properties in Hongkong from Kak Kuen Yuk for \$11,000. According to an indenture dated June 6, 1905, which indenture Long Koo alleged to be fraudulent, Ng Wai claimed to be mortgagee. Long Koo denied having signed or executed the indenture or having handed the title deeds to Ng Wai and claimed:

(1), A declaration that the indenture is null and void.

(2), Delivery up and cancellation of the indenture.

(3), Cancellation of the registration of the indenture of mortgage in the Land Office.

(4), Delivery up of all the title deeds and documents relating to the properties, which may be in the possession, or power, or under the control of Ng Wai.

(5), Costs and any further relief.

Defendant did not admit Long Koo's claim but stated that a mortgage was executed in his favour by a person claiming to be Long Koo, owner of the property. After the execution of the indenture the title deeds were handed over to Ng Wai. The \$10,000 advanced on the indenture were paid to Long Koo, and Ng Wai declared the interest on the money was paid up to April 26, 1906, by Long Koo or on his instructions. In July 23, 1906, the Ko Koo firm, who were tenants of the property, were served with a notice from Messrs Brutton and Hest, demanding the repayment of \$10,000 and interest, and threatening to sell the property under the indenture if the amount claimed was not paid.

In August a repudiation of the indenture was sent to Ng Wai's solicitors.

Ng Wai filed a counter claim for \$10,000 and interest in respect to the mortgage. The case is proceeding.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

At a meeting of the Council held in the Board Room, on May 7, there were present Messrs W. H. Wallace, C. A. V. Bowra, A. F. Gardiner, Huang Tsan-chow, S. Okajama and the Secretary.

Mr Wallace was unanimously elected Chairman, vice Mr Marshall, resigned.

On the motion of Mr Wallace, seconded by Mr Bowra, Mr Gardiner was elected Vice-Chairman.

It was proposed by Mr Wallace and seconded by Mr Bowra, that Mr W. Wilson be invited to fill the vacancy on the Council, caused by the resignation of Mr Marshall.

A letter was read from Mr Lin Nee Kar requesting permission to construct a tunnel under a public road at Sin-lo-tow to connect his two properties, and the Secretary was instructed to inform him that the Council had no objection to his proposal provided that in building the tunnel he complied with the conditions laid down by the Council.

The Secretary reported that the gates erected on a public road near the London Mission Church had been removed.

A meeting of Justices of the Peace was held this afternoon when Mr Lewis Comar was refused permission to transfer his business to 39 Queen's Road Central from Des Vaux Road. The application was refused owing to the locality being unsuitable.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 27th at 12.05 p.m.—The barometer has fallen in N. China, and risen over Japan, the Loochoos and Formosa.

Pressure is now highest over the Eastern Sea and W. Japan. It appears to be relatively low in an area between N.E. and S.W. winds, over the middle part of the China Sea.

N.E. winds—decreasing in force, may be expected in the Formosa Channel, and fresh N.E. and E. winds over the North part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. winds, fresh; fair.

2.—Formosa Channel: N.E. winds, moderate.

3.—South coast of China between Hongkong and Loochoos: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

BY TELEGRAPH.

JAPAN AND AMERICA.

The Californian Trouble.

Japanese Demand Protection.

(From our Correspondent.)

Tokyo, May 27.

The obstructions directed against the Japanese restaurants in San Francisco still continue.

Viscount Aoki, Japanese Ambassador at Washington, has been instructed to demand official protection for his nationals in California.

President Roosevelt has promised to protect the Japanese in California by means of troops if necessary.

THE BRITISH FLEET.

Off Korean Coast.

(From our Correspondent.)

SHANGHAI, May 27.

The British squadron left Masampo yesterday for Chemulpo.

KOREA'S FLIGHT.

The Premier's Views.

(From our Correspondent.)

Tokyo, May 27.

The Korean Premier has issued a manifesto stating that the sole means of saving Korea lies in placing confidence in Japan and by carrying out deliberate administrative reforms to attain national strength.

RAILWAYS IN CHINA.

A Government Grab.

(Chinese Mail's Correspondent.)

PEKING, May 26.

The Board of Posts and Communications has decided that all Chinese railways, constructed by the Chinese public, are to be restored to the Government within 25 years, but Chang Chih-ting has memorialised the Throne to extend the period to 30 years. Minister Shum (Sun Hsen) considers that railway construction in China is still in its infancy, and that if any limits are placed upon those who find the money to build lines it is probable that they will withdraw their support and will not undertake any more railways. He requests that the question be dropped for a time.

ATTACK ON A YAMEN.

Brigands' Daring Raid.

(Chinese Mail's Correspondent.)

SWATOW, May 26.

A body of bandits have made an attack upon the Yamen at Wenghsong, in the Yungshien District, near Chai-chan-fu.

The troops at the Yamen desperately defended the place but were unable to prevent the bandits setting fire to it.

The building was gutted and in the fighting it is feared that a Lieutenant and sub-Lieutenant have been killed. These men, at all events, are missing.

Urgent demands for assistance have been made to Victory Chou-fu, at Canton, and he has given orders to the China Merchants Steamship Co. to have their steamers 'Kwongsh' and 'Meifoo' ready to convey troops to Swatow.

Admiral Li Chun, of Canton, is under orders to proceed to the scene of the trouble.

Prince Tsai Chen (son of Prince Ching), who has resigned from his post as Minister of the Board of Agriculture, Works and Commerce (Nung-kung-shang-pu) will go to Germany and England to study military and naval matters.

BY TELEGRAPH.

THE RAND STRIKE.

Opinions of the Press.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, May 25.

The situation on the Rand is still serious and threatens to revive the South African political controversy.

The London Conservative newspapers, while not sympathizing with the strikers, refer to the edifying spectacle presented by British cavalry charging Britishers at the behest of a Dutch Government.

The Radicals declare that the miners are fighting the Alien plutocracy for the freedom of the Empire.

(Reuters Service.)

Soldiers Called Out.

LONDON, May 25.

400 men of the Cameron Highlanders have arrived at the East Rand, 200 of the Border Regiment at the West Rand, and 200 of the Queen's Bays at Johannesburg. Meetings of the strikers are forbidden in the vicinity of the mines.

Strikers Charged.

LONDON, May 24.

The Queen's Bays charged a crowd attempting a demonstration at the Cross mine and the leader of the movement has been threatened with arrest if the demonstrations are repeated.

HOME SPORT.

The Derby Betting.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, May 25.

The following are the quotations for the next Derby:

- | | |
|-------------|------------------------|
| 5 to 6... | Against Slove Gallion. |
| 6 to 1... | Galvani. |
| 7 to 1... | Rezonian. |
| 10 to 1... | Woolwinder. |
| 100 to 8... | Orby. |
| 100 to 7... | Unadulph. |

(Reuters Service.)

The Manchester Cup.

LONDON, May 24.

1. Beppo.
2. Specular.
3. Vene.

REWARD OF MERIT.

LONDON, May 24.

The King has unexpectedly received and knighted Mr John Kirk, of the Ragged School Union.

THE PRICE OF BREAD.

LONDON, May 24.

Owing to fresh reports of damage to the wheat crops in Russia, Rumania, and America, the rise in the price of bread is becoming general, and it appears certain that the price of a loaf will reach 5d.

SIR FREDERICK LUGARD.

LONDON, May 24.

The China Association has given a banquet to Sir Frederick Lugard. Mr Richard Gundry, C.B., presided.

Sir Frederick Lugard, who received a great ovation, dwelt on the necessity of modern Colonial Governors co-operating with commercial interests, and said that in view of the problems of the awakening of China and Japan, and the opening of the Panama Canal, British representatives in the east must be alert.

Sir Cecil Clementi Smith eulogised Sir Matthew Nathan, as the most popular Governor of Hongkong.

"FIGHTING MAC."

A Memorial Unveiled.

LONDON, May 24.

Thousands from all parts of the Highlands attended the inauguration of the national memorial to the late General Sir Hector Macdonald at Dingwall.

There was a brief religious service and the Bagpipe Laments. The Marquis of Tullibardine unveiled the memorial.

NORTH POLE EXPLORATION.

LONDON, May 24.

Lieutenant Wellman, the explorer, sails for Spitzbergen on the 1st June. From Spitzbergen he will proceed in a ramoth ship towards the pole at the end of July.

The air ship will carry twelve men, boats, sledges, dogs, and provisions for ten months.

THE IRISH LAND BILL.

LONDON, May 25.

It is understood that the Government regards the Irish Land Bill as dead.

BY TELEGRAPH.

CANTON VICEROYALTY.

Another Change Likely.

(Chinese Mail's Correspondent.)

PEKING, May 26.

Chou-fu, the Viceroy of the Two Kwang has been impeached by a Censor at Peking, and it is feared that he will give up the office at Canton at no distant date.

It is stated in Peking mandarin circles that Viceroy Tuan Fang, of the Liang Kwang provinces, will be transferred to Kwangtung, and that Minister Shun Chen Hsen will take Tuan's place at Shanghai.

So far it is not stated to what province Chou is likely to be transferred.

VICTORIA SCHOOL.

Presentation of Prizes.

The annual presentation of prizes took place at the Victoria School, Wanchai, this morning. Mr E. C. D. Wolfe presided, and amongst those present was Mrs May, who ultimately presented the prizes. The proceedings were enlivened by a musical programme, which was well rendered. Mr W. H. Williams, the Headmaster, read the annual report.

The Headmaster's report for the past year remarks that discipline was very good, while the average attendance was higher than in 1905, the regularity in individual attendance has fallen off. The monthly average attendances range from 54.3 in December to 33.0 in September.

The total expenditure amounted to \$8,105.00 and receipts to \$1,439.00. The cost per child to the Government was \$110 per year.

The essays for the Empire Day Competition sent to the Federal Council of the League of the Empire were placed fourth and the school received a congratulatory message from Dr E. M. Ord. Marshall (Secretary to the League).

A cadet corps numbering 13 was formed during the year, nine of whom attended the Volunteer camp. The General Officer Commanding the Troops complimented the boys on their proficiency and Cadets Hoskins and Friend were awarded prizes for signalling. A miniature rifle range is to be erected at the school. The school's football team did much better than in the previous year and every pupil in the school took part in the athletic sports.

Seven boys obtained Pitman's elementary certificate for shorthand, and in the open competitive examinations held by the Trustees of the Bellis Fund No. 2, three of the 12 awards went to Victoria School, viz., to A. Martin, G. Stokes and Winifred McNeil. R. N. Robson passed the Oxford Local Preliminary Examination.

The following are the results of the examinations held by Mr W. H. Williams (Headmaster):

Upper School: Algebra, Geometrical Drawing, Reading and Dictation, good. Geography, good. The Bellis prize for the best paper on the lectures delivered by Mr Williams was won by Malcolm McNeil.

Hygiene, the pupils in the competitive examination obtained over 80% of the possible number of marks.

History, fair. Writing and Spelling, improved, but still bad. Arithmetic, very weak. Lower School: Standards III and IV, Reading, Writing, Arithmetic, Spelling, very satisfactory.

Geography, very good. Drawing, fair. Standards I and II, Reading and Writing, good. Spelling, fair.

Arithmetic, very weak. Geography, very weak. Singing, Kindergarten and Drill, satisfactory.

Mr Wolfe, commenting upon the report, pointed out that the school was in its second year and the number of pupils attending certainly warranted the Government in starting it. Another story was told to be built on the school which showed that the Government intended to help the institution all it could. It devolved upon the parents to see that attendances were kept up. The school endowments seemed to him worthy of every encouragement. They could certainly give considerable assistance in supplementary training for the Volunteers Boys ought to have military training quite apart from the fact that it was beneficial to health. Concerning the Headmaster's report Mr Wolfe said it was a very good one, everything being up to the mark except arithmetic which should be closely studied in this part of the year where the wily native had to be dealt with.

Mrs May then presented the school and the sports prizes. One of the pupils presented Mrs May with a handsome bouquet, and afterwards called for three cheers for Mrs May, the headmaster and the teachers. The prize list was as follows: Algebra, Melville Silverstone; General Intelligence, George Hoskins; English History, Temple Edwards; Elementary Mathematics, B. Friend; General Progress, George Witcheil. Special Prizes, Mathematics, M. McNeil; Bellis Prize, M. McNeil.

Lower School: General Proficiency, Jessie McNeil and Ivan Gibson; Attendance, Yau. Rodger, Geo. Rodger, Ernest Wilkinson and H. Haynes.

SUPPER KELLY OF THE ROYAL ENGINEERS.

LONDON, May 24.

Lieutenant Wellman, the explorer, sails for Spitzbergen on the 1st June. From Spitzbergen he will proceed in a ramoth ship towards the pole at the end of July.

The air ship will carry twelve men, boats, sledges, dogs, and provisions for ten months.

THE IRISH LAND BILL.

LONDON, May 25.

It is understood that the Government regards the Irish Land Bill as dead.

THE WRECKED FRENCH CRUISER.

Reports from Passing Vessels.

There is an artist on board the "Kwong Sang." We have received a sketch from that steamer which gives an excellent idea of the position of the French cruiser "Chanzy" which is ashore on Ballard Island Reef, S. of W. Fisherman Island. The cruiser is broadside on to the land with stern slightly down. The "Kwong Sang" (Capt. W. Palmer-Baker) passed the wrecked cruiser on May 22, and on the trip down encountered fog banks and heavy rain.

A report by the C. M. steamer "Kwong Tai" (Capt. W. H. Lunt), which passed the "Chanzy" on May 23 at 5 p.m., says that the cruiser is in an exposed position. On the 22nd south winds prevailed. The cruiser "Alger," with tugs and lighters were then anchored close by.

THE VOLUNTEER CONCERT.

The Volunteer Concert on Saturday evening was held in the Drill Hall, as the evening gave promise of being rather boisterous. As it happened the organisers were wise, though after a few heavy gusts of wind the night turned out to be delightfully cool. This is the first occasion that a concert has been held in the drill hall and the acoustic properties, though not of the best, were as good as was expected. Mrs Maitland was vociferously applauded for her singing of "Cupid at the Ferry" and had to respond to an encore, giving Godard's "Angels Guard Thee," which she sang splendidly.

Mrs J. W. Kow also made a fine impression, choosing Barnard's "Bid me to Love," and also giving an encore. The songs of Mr F. C. Kendall's added to his reputation as an entertainer and both Messrs Womersley and P. S. Jamieson, as the comedians, had a great reception. The latter's Scotch songs in particular were worth hearing. In "For Love of You" Mr S. Moore's fine tenor voice was heard to advantage and he gave an additional song with equal effect. Mr P. W. Goldring, whose singing always commands applause, sang Wallace's "Let me like a soldier fall," in good style and as an encore "Then you'll remember me." Mr G. Koenig's cello solos were listened to in deep silence and they merited the burst of applause that followed. The Middlesex Band displayed greater skill than was expected of them during the evening and have shown considerable improvement since they were first heard here. Altogether the concert was a successful one and the accompanists, Messrs G. Grimble and J. Chapman, must not be forgotten, as they did much to assist the entertainers.

LAUNCH AT THE DOCKS.

Another Waterboat.

The fifth of the new series of waterboats built by the Hongkong and Whampoa Dock Company was launched at the Kowloon Docks this morning, in the presence of the following:—Mr R. Mitchell (General Manager of the Dock Company); Mr J. W. Graham (Manager of Kowloon Docks); Mr T. Neave (Superintendent Engineer); Mr T. Skinner, Mr D. W. Cromack, Mr and Mrs J. Mutin, Mr and Mrs A. Ritchie, Mr and Mrs Barrett, Mrs Unsworth, Mrs Focken, Mrs Skinner, Dr Forsyth, Mr R. Coughtrie and representatives of the press. The "Tai Luk" was specially released and after being christened by the usual bottle of wine, the ceremony being performed by Mrs Ritchie, went gliding down the ways and into the water without the slightest mishap. As the timber supports floated clear of the "Tai Luk" it was seen that she had steamed up, her boilers and machinery having already been placed in her, so that she is now practically ready for employment.

Mr Mitchell presented Mrs Ritchie with a gold bracelet as a memento of the occasion and the party adjourned to the Dock's reading room where "Success to the 'Tai Luk'" was proposed by Mr Mitchell.

In doing so Mr Mitchell remarked that the vessel was the fifth built by the Company for the Union Canal Water Boat Company. The last boat differed in no way from the first launched two years ago, which in itself showed how well the Company had built the boats for the requirements of the trade. Now that the two water boat companies had combined Mr Mitchell did not anticipate further orders for water boats but was sure that those present at the launch of the Dock Company was able and willing to build whatever boats they required. In proposing "Success to the 'Tai Luk'" Mr Mitchell coupled the names of Mr and Mrs Ritchie with the toast.

In reply Mr Ritchie thanked the Dock Company for the bracelet presented to Mrs Ritchie and wished the Dock Company success. He was quite sure that the superintendent engineer always saw that the material required by the specifications was put in and he was sure there was no danger of bad workmanship.

The Dock Company, said Mr Mitchell in reply, always saw to the quality as well as the quantity of the materials used. He thanked those present for their attendance.

The "Tai Luk" is, like her predecessors, a vessel of 100 feet between perpendiculars, 20 feet beam and 3.3 deep, with a capacity for 225 tons of water on a net draft of 8.3 feet. She is built of steel and well fitted for the water trade, her pump being capable of dealing with from 75 to 100 tons of water per hour. Her boiler—compound surface condensing—is 6.6 in diameter and 8 ft in length, tested to 125 lbs pressure.

The first three of these boats were built in the middle of 1905 and the fourth about twelve months later.

GET IT TO DAY.

CHAMBERLAIN'S COLIC, Cholera and Diarrhoea. Remedy cures cholera and diarrhoea in all forms and in all stages. It never fails. For sale by all chemists and storekeepers.

THE CURRENCY QUESTION.

Hongkong Chamber of Commerce.

May 17th, 1907.

Sir—You are no doubt aware that during the past four years the Chambers of Commerce of Hongkong, Shanghai and Tientsin have sent joint Memorials to the Doyen of the Diplomatic Corps at Peking urging upon the Foreign Representatives the necessity in directing the attention of the Imperial Chinese Government to the unsatisfactory condition of the currency of the Empire, and the crying need which exists for thorough reform as a first step towards placing the finances of China on a satisfactory footing.

These Memorials were dated respectively 6th August, 1903, and 12th September, 1904.

In spite of the representations which have repeatedly been made on the subject to the Imperial Government, no real step towards reform has as yet been taken, and these Chambers of Commerce have therefore decided to send a further Memorial to Peking, the draft of which has been agreed upon.

I now beg to hand you copy of this Memorial, already signed here, and which has now been forwarded to Shanghai for signature.

A copy of the Memorial will also be sent direct to each of the Foreign Ministers at Peking.

It is understood that His Excellency the Officer Administering the Government has already taken up the question of currency reform and I have now the honour on behalf of this Chamber to request that he will specially bring the matter to the notice of the Right Honourable the Secretary of State for the Colonies, as not only is our trade with China seriously affected by the present deplorable condition of China's currency but the local industries of this Colony and our daily trade and retail business in like manner suffer from an excess of depreciated subsidiary coins which it is impossible to exclude from the Colony.

In the opinion of the Committee of this Chamber the first step towards reform is to place the whole of the mints under Imperial control and to put an end as promptly as possible to the issuing of coins or bank notes by the Provincial Authorities.

These local Authorities, as a rule, would seem to be wholly ignorant of the first principles of Imperial finance for they apparently regard their mints chiefly as yet one more means of making money for themselves during their tenure of office, without regard to the debasement of trade and the evil effects generally which may result from flooding their districts with depreciated subsidiary silver and copper coinage.

This has been demonstrated in a very marked manner by the action of the Authorities in the Province of the Two Kwang during the past few years by their excessive coining, chiefly of silver 20 and 10-cent and copper one-cent pieces. They further issued notes of \$1.00 and \$5.00 denomination. The former has from the first been "watered" as the notes, though bearing on the face the characters (元壹) one dollar and an impression of the Kwang Tung dollar which is supposed to be 7 mace, two candareens, are stamped on the back at being redeemable in subsidiary coins which at the present market value means a discount of about 9% at times this discount has been lower and higher.

These notes are not accepted by Imperial Maritime Customs in payment of duties nor by the local authorities in the usual discount.

Recently a new issue of \$1.00, \$5.00 and \$10.00 notes has been made by the Kwang Tung Authorities.

Although these notes are issued at their face value, and on the reverse bear a copy of the proclamation dated two years ago to the effect that the notes can be used in the payment of salt dues and other Government Taxes, and the upper part of the notes is printed an inscription to the effect that the notes are redeemable in subsidiary coin.

This inscription which is now printed as part of the note is similar to that stamped on the earlier issue of one dollar notes already referred to.

The effect of this is that these notes are actually certificates for the depreciated subsidiary coin and do not represent their face value.

It is worthy of special mention that the Provincial Authorities only accept these notes in payment of Land Taxes at the current discount on subsidiary coins.

A few Kwang Tung silver dollars have in the past been issued but have now almost entirely disappeared, having been remitted into depreciated subsidiary coins. It is now understood that the Provincial Authorities intend making a new issue of dollars with a view, so it is reported, of raising revenue; if this be the intention then either the weight or the fineness of the dollars will be reduced, thus still further increasing the monetary confusion which already exists in China.

I would now remind you that the fineness of the British dollar is .900 and the weight 410 grains.

I would further beg to point out for the consideration of His Excellency that under the terms of the British Commercial Treaty of 1902 (Clause II) China entered into a specific understanding that she should take the necessary steps to provide a national uniform coinage for the whole Empire.

Not only was Great Britain the first Treaty Power to secure such an understanding from China, but even up to the present date many of the other Governments have not thought fit to ask for such an agreement. It would therefore appear to be the special right of the British Govern-

ment to urge, and if necessary insist upon, the carrying out of the Clause in our treaty already referred to, thus conferring an incalculable benefit both upon China and all engaged in trade with that Empire.

In conclusion I would beg to state that the Committee of this Chamber does not advocate closing the local mints, more particularly those situated at any great distance from the Capital but that they should be placed under direct Imperial control so that all the mints be worked in uniformity.

For correspondence on the subject of currency reform in China and also that relating to the two earlier memorials I would beg to refer you to Pages 31 and 32 and Appendix II of this Chamber's report for 1903 and Pages 28/29 and Appendix D of report for 1904, copies of which have already been sent you.—I have &c.,

(Sgd.) EUGENE A. HAWES, Chairman.

Colonial Secretary's Office, Hongkong, 21st May, 1907.

Sir,—I am directed to acknowledge the receipt of your letter of the 17th instant on the subject of the condition of currency in China, and to inform you that a copy will be forwarded to the Secretary of State for the Colonies.—I am, Sir, your obedient servant,

(Sgd.) A. M. THOMSON, Colonial Secretary.

THE CHAIRMAN, Chamber of Commerce.

THE MEMORIAL.

The following is the memorial:

YOUR EXCELLENCY,

We, the undersigned Chamber of Commerce of Shanghai, Hongkong, and Tientsin, had the honour of addressing the Doyen of the Diplomatic Corps, in September, 1903, and September, 1904, on the question of a Uniform National Coinage for China.

No material results being apparent we are again bringing the subject and have the honour to request that further representations be made to the Chinese Government through the Diplomatic Corps, as to the necessity of the former carrying out her Treaty obligations.

The disabilities under which the Country is labouring, owing to the fluctuations in the gold value of silver, and the apparent excessive coining of silver subsidiary coins and copper pieces which are already at a very heavy discount is evidence to all that the Chinese Government cannot be fully alive to the necessity of at once taking in hand the establishment of a National Coinage.

In conclusion we respectfully beg that the representatives of the Treaty Powers in Peking lose no time in urging upon the Chinese Government the imperative necessity of immediately taking this matter in hand.

We have the honour to be,

Your Excellency's, Most obedient servants,

(Signed) Chairman, Shanghai Chamber of Commerce,

Chairman, Tientsin Chamber of Commerce,

To His Excellency, Mons. de Carcer, Envoy Extraordinary and Minister Plenipotentiary for Spain and Doyen of the Diplomatic Corps, PEKING.

EMPLOYERS AND EMPLOYEES.

A Canton Case.

(From Our Correspondent.)

SHANGHAI, May 23.

Judgment has been given in the Supreme Court in the Purnell and Page v. E. J. Berkeley case brought up from the Consular Court of Canton. As you probably know, the plaintiffs asked for an injunction to prohibit the defendant, who was formerly in their employ, from carrying on the trade of an architect in Canton. According to the terms of his agreement with them he was restricted from following his calling within 500 miles of their place of business in Canton, but at his expiration, Mr Berkeley set up for himself right in Shanghai, where the offices of Messrs Purnell and Page are situated. Sir Havilland de Saumarez has given his decision in writing so that this case may be taken as a test and a decided law made to meet similar future applications and which will also help to guide young men at home when they enter into an agreement to serve with foreign firms in China. As the Judge pointed out, Shanghai is not a big place and the fact of the defendant starting in opposition to his former employers would, if the young man were possessed of smartsness, inevitably occasion them much financial loss, and therefore, he upheld the restrictive clause in dispute, provided the words "within 500 miles of the office of Purnell and Page" were omitted. To start a business in the very same place as the firm whose service you have left is very different from going into a new district and making headway for yourself, and now the British Supreme Court in Shanghai has decided that British firms have no right to restrict a man with regard to a large area although they may protect themselves in one particular place, who may have fewer of these cases which always call forth fierce discussions on both sides.

In consequence of H. E. Tang Shao-yi's transference to Manchuria the Waipuu is about to suggest to the Throne to appoint H. E. Wu Ting-fang to a post in the Waipuu.

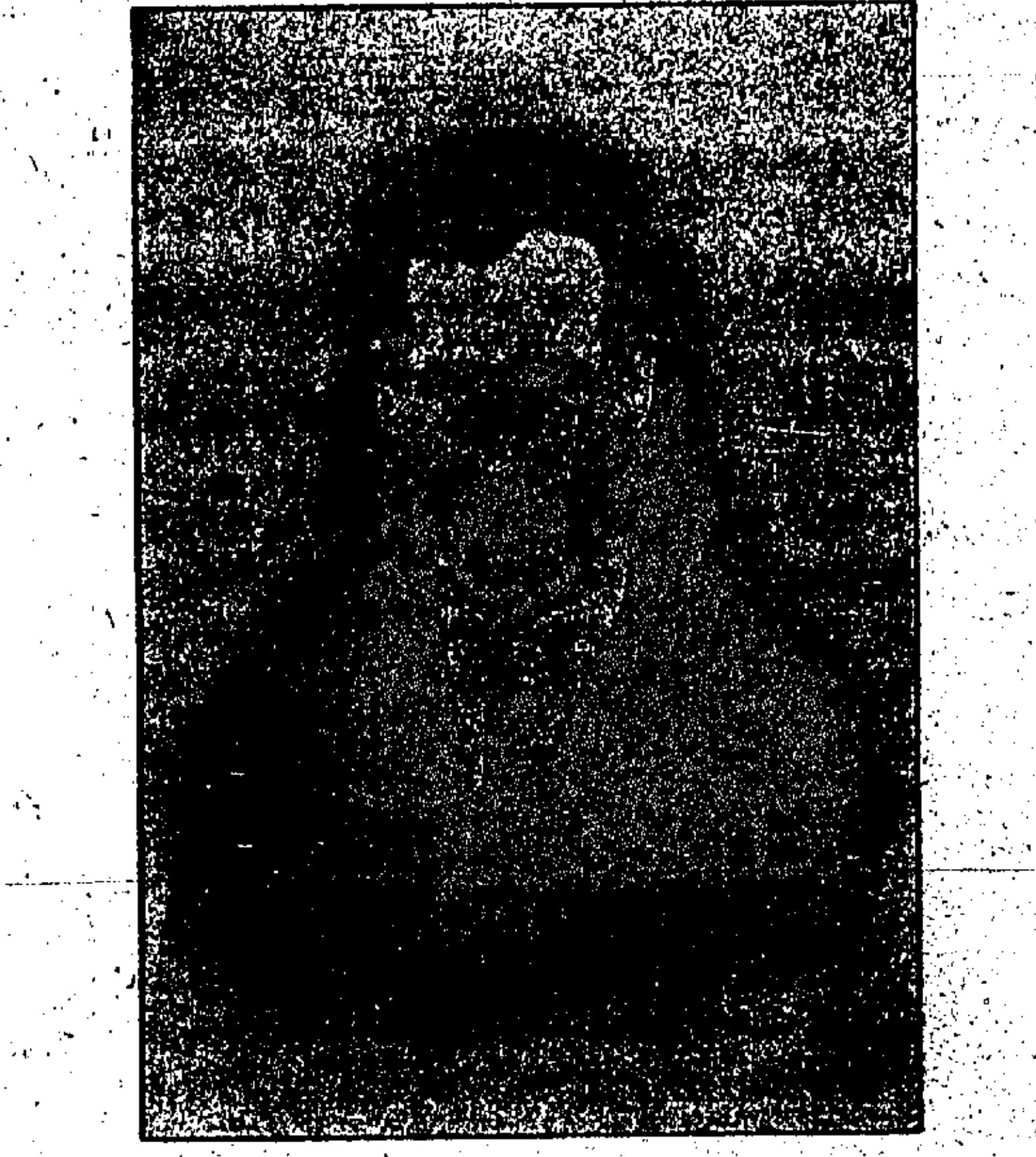
MAKE HAY WHILE THE SUN SHINES.

THERE is a lesson in the work of the thrifty farmer. He knows that the bright sunshine may last but a day and he prepares for the showers which are so likely to follow. So it should be with every household. Dysentery, diarrhoea and cramp can only attack some number of the household without warning. Chamberlain's Colic, Cholera and Diarrhoea Remedy, which is the best known medicine for these diseases, should always be kept at hand, as immediate treatment is necessary, and delay may prove fatal. For sale by all chemists and storekeepers.

THE annual match between the Hongkong Cricket Club and the Ladies Recreation Club was commenced but not concluded, the score standing when play was abandoned, 34 runs to 26, Hongkong Club leading.

COLDS AND PNEUMONIA.

THERE can be no excuse for a man if he allows a cold to develop into pneumonia. Chamberlain's Cough Remedy counteracts any tendency towards the disease and many doctor's bills have been saved by its timely use. For sale by all chemists and storekeepers.



\$5000 REWARD.

THE above REWARD will be paid to any Person or Persons giving such information as will lead to the discovery—dead or alive—of HUGH MOLLAKE, of Sydney, Australia, who disappeared from Hongkong on 15th November, 1906.

Description: 5 ft. 11 ins. high; Slight build; Fair hair and moustache; slight paralysis one side of the face.

When last seen, on 15th November, 1906, stated he was going to Canton that evening.

Address any information to 'CHINA MAIL' OFFICE, Hongkong, May 6, 1907.

SPORTING.

Lawn Tennis.

The Lawn Tennis Tournament promoted by the Hongkong Cricket Club were completed on Saturday afternoon, when the finals of the Doubles Handicap and the Singles Handicap (B Class) were contested. In the Doubles Handicap Messrs R. and H. Hancock (ages 40+) were pitted against Captain Beasley and Lieut. Whyte (ages 30/3) and the result was that one of the best games seen on the ground took place, victory ultimately going to the Messrs Hancock.

The Army pair were favourites after their showing during the week and when they had won two out of the first three sets it seemed as if they would carry off the prize. However the brothers made an excellent recovery, Mr R. Hancock in particular playing well, and they overhauled their opponents and won the next two sets and match. Mr R. Hancock was the stronger of the pair at all departments of the game, but more particularly in smashing and driving. Times out of number he was applauded for his magnificent shots and Mr H. Hancock assisted in the applause by tapping the ground with his racket and ejaculating "Good shot."

The brothers combined well and their good condition enabled them to last out a fiercely contested game.

The combination of the Army pair was not as good as that shown in earlier matches, due to Lieut. Whyte being "off-colour." In the early stages of the game they both played well and the killing cross court shots of Lieut. Whyte gained the applause they deserved. In smashing Captain Beasley stood out superior to his partner, but the latter had most of the back line work to do, as Captain Beasley's knee was troubling him. As the match wore on—and it was a long match—Lieut. Whyte began to show the effects of the severe grinding he was getting and his play fell off considerably. Noting this did not improve Captain Beasley's play and on several occasions both failed at comparatively easy shots. On the whole, there does not appear to be much between the two pairs, and if the match were replayed it would be difficult to forecast the winner.

Once again the mis-management of the Lawn Tennis Sub-Committee was made apparent. There were no line-men appointed for this important match and half a dozen times the umpire (Mr E. B. Forman) had to appeal to the spectators, a most unsatisfactory manner of deciding a point. Much the same occurred in the Singles Final, the players being left to manage as well as they could.

The match was between Mr S. E. Green (ages 30+) and Mr R. Henderson (ages 16/2). The first game went to Mr Henderson, but then Mr Green walked away and did not give his opponent another chance, though in one game duce was called for three times. The set finished 6 games to 3. The second set, in which Mr Henderson won three games, was much the same as the first, the play of Mr Green being of a higher standard than that of his opponent, though Mr Henderson's half-volleys were always neatly executed. The driving of his opponent, however, combined with accurate placing, piled up points for him and Mr Green won this set by 6 games to 3.

In the opening stages of the third set Mr Henderson gave the best display he had yet shown. He forced the pace and kept Mr Green moving but after the fifth game, the score being 3-2 in favour of Mr Henderson, he fell away and Mr Green ran out 6-3.

Shipping.

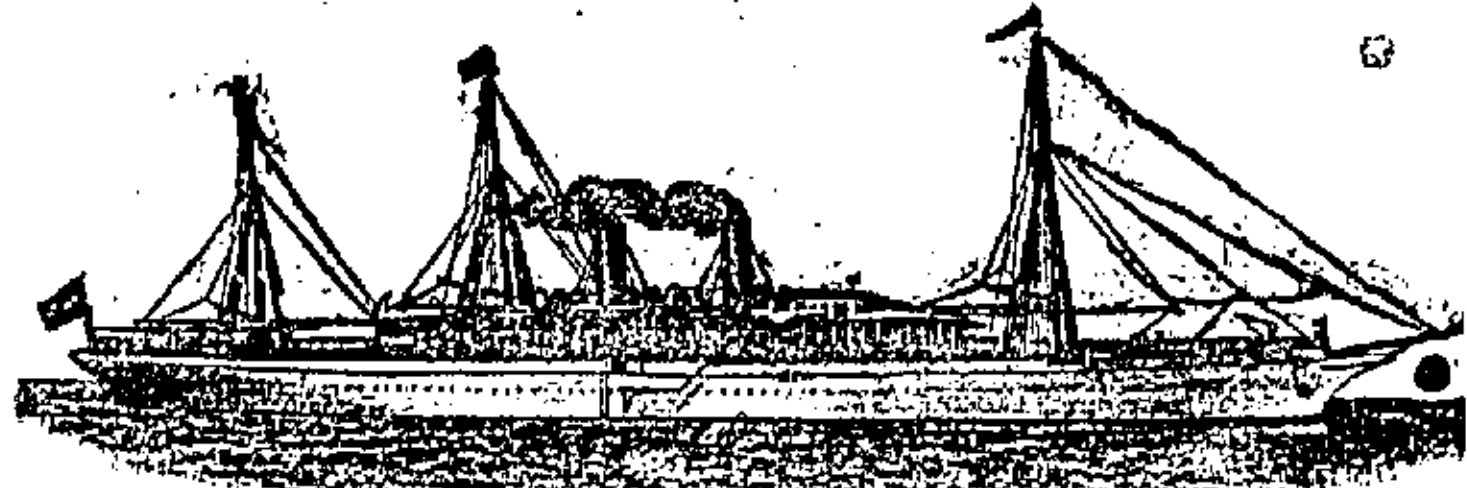
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
NAGASAKI, MOJI, KOBE, FRESHWATER, AND YOKOHAMA Direct.	Capt. O.F. LOCKSTON, R.N.	May 31	Freight only.
SHANGHAI	MALTA	About 20th	Freight and Pass.
LONDON, via USUAL PORTS	OCEANA	Noon, 1st	See Special Advertisement
LONDON & ANTWERP	NORSE	About 6th	Freight and Pass.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the "EMERALD LINE." SAVING 5 to 10 DAYS OCEAN TRAVEL.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.
EMERALD OF JAPAN 6000 Tons THURSDAY, June 6, 1907, June 24.
TARTAR 4425 Tons WEDNESDAY, June 19, 1907, July 13.
EMERALD OF CHINA 6000 Tons THURSDAY, July 4, 1907, July 22.
ATHENIAN 5882 Tons WEDNESDAY, July 17, 1907, Aug. 10.
EMERALD OF INDIA 6000 Tons THURSDAY, Aug. 1, 1907, Aug. 19.
MONTAGUE 6183 Tons WEDNESDAY, Aug. 14, 1907, Sept. 7.

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., commencing at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial "EMERALD" Steamship, 14,600 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Intermediate Steamers at 12 Noon.
R.M.S. MONTAGUE, TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information Maps, Routes, Handbooks, Rates of Freight and Passages apply to:
General Traffic Agent for China,
D. W. CRADDOCK,
CORNER REDDIE STREET and PRAY, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	INABA MARU, Tons 6126 Capt. Wm. Bainbridge.	WEDNESDAY, 28th May, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	KAMARU MARU, Tons 6126 Capt. H. Fraser.	WEDNESDAY, 12th June, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	SHINANO MARU, Tons 6388 Capt. R. Kawara. TANAGO MARU, Tons 7463 Capt. A. E. Moses.	TUESDAY, 28th May, at Daylight. TUESDAY, 11th June, at Daylight.
KOBE AND YOKOHAMA.	KUMANO MARU, Tons 5076 Capt. N. Mathieson. YAWATA MARU, Tons 3817 Capt. T. Harrison.	FRIDAY, 14th June, at Noon. FRIDAY, 12th July, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	WAKASA MARU, Tons 6265 Capt. A. Christensen.	SATURDAY, 1st June, a.m.
SHANGHAI, MOJI & KOBE.	YAWATA MARU, Tons 3817 Capt. T. Harrison. CEYLON MARU, Tons 6068 Capt. F. Pyne.	WEDNESDAY, 12th June, at Noon. MONDAY, 10th June.

† Cargo only. * Calling at Keelung.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
† LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
† For full information regarding freight or passage apply to:
NIPPON YUSEN KAISHA, Agents.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

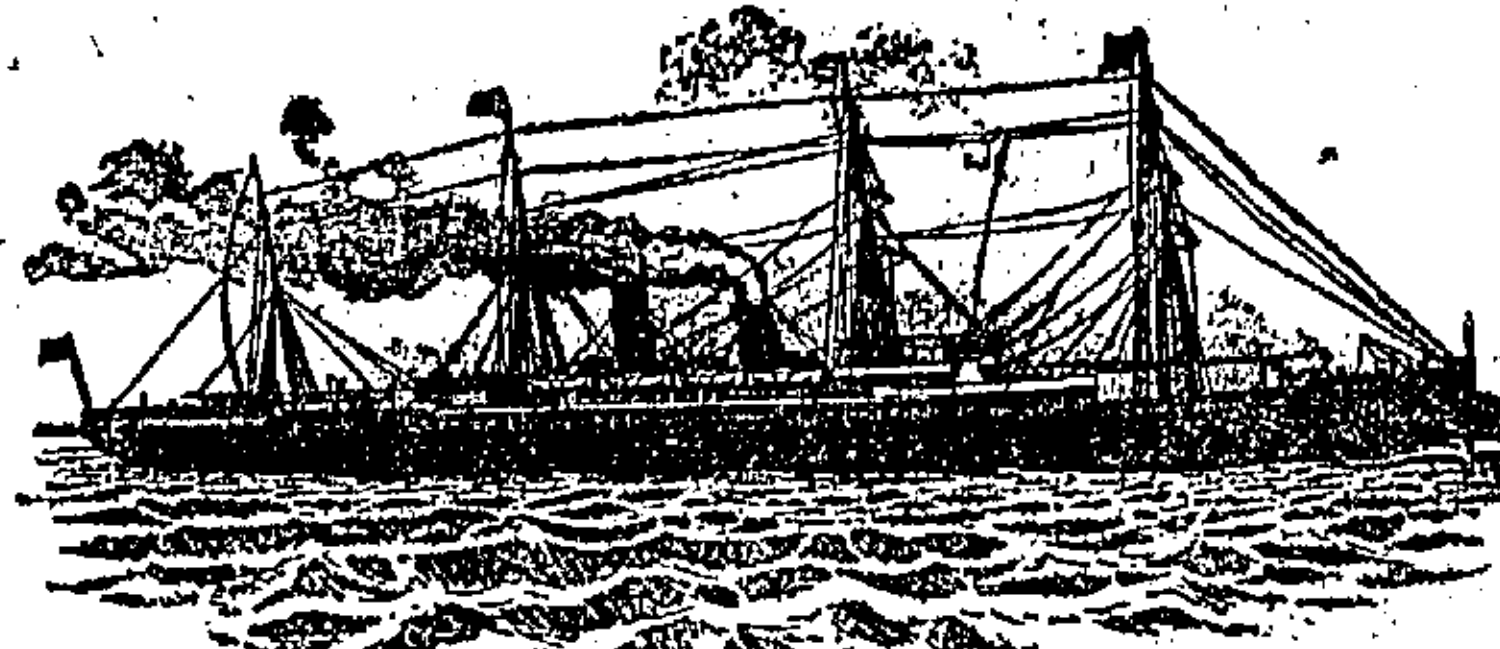
MINNESOTA, Captain C. F. AUSTIN, On WEDNESDAY, 31st JULY, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
† LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
† For full information regarding freight or passage apply to:
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
* KOREA, 18,000 Gross Tons...	SATURDAY, 1st June, at Daylight.
* AMERICA MARU, 11,000 "	TUESDAY, 11th June, at Noon.
* SIBERIA, 11,000 "	TUESDAY, 18th June, at Noon.
* CHINA, 11,000 "	TUESDAY, 25th June, at Noon.
* MONGOLIA, 11,000 "	TUESDAY, 2nd July, at Noon.
* NIPPON MARU, 11,000 "	TUESDAY, 9th July, at Noon.
* DORIC, 9,000 "	TUESDAY, 23rd July, at Noon.
* COPTIC, 9,000 "	SATURDAY, 27th July, at Noon.
* HONGKONG MARU, 11,000 "	TUESDAY, 3rd Aug., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco...s.s. KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu...s.s. SIBERIA, 18,000 tons, August 16th-20th, 1906; 4 days, 19 hours.
San Francisco to Yokohama...s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-21st, 1906, 15 days, 15 hours.
Yokohama to San Francisco...s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, 1907, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.
S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO. SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ALEZIA	4370	G. MEIERER	Wednesday, June 12.
NOUMEDIA	4370	G. MEIERER	Saturday, June 22.
ARAGONIA	6198	FELDMANN	Monday, July 15.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canada and United States Ports. For through rates of Freight and further information, communicate with or apply to:
S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR SWATOW AND SHANGHAI... KUKIANG... May 28, at Noon.
AMOI, NINGPO & SHANGHAI... YUNNAN... May 28, at Noon.
HAIKOW & SHANGHAI... TEAN... May 28, at 4 p.m.
HAIKOW & SHANGHAI... SINGAN... May 28, at 4 p.m.
CEBU & ILOILO... KAIPONG... June 1, at 4 p.m.
SWATOW AND SHANGHAI... SHAOHONG... June 3, at 4 p.m.
SHANGHAI... CHANGHONG... June 3, at 4 p.m.
CHANGHONG... YCHOW... June 5, at 4 p.m.
CHANGHONG AND NEWORWANG... KWEIFANG... June 5, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, OAKINS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE... TEAN... June 7, at 4 p.m.
KUKIANG... June 12, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light: Unrivaled Table, a duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED JALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to:
BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	Manila	Saturday, June 1, at Noon.
ZAFIRO	2540	A. Fraser	Manila	Saturday, June 8, at Noon.

For Freight or Passage, apply to:
Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

TO SAIL

For Freight and further information, apply to:
SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI, SINGAPORE, PENANG AND CALCUTTA	HANGSANG	MONDAY, May 27, at 4 p.m.
* TIENTSIN, via SWATOW, CHIFUSHING AND CHEFOO	KUMSANG	TUESDAY, May 28, at 3 p.m.
† SANDAKAN	MAUSANG	THURSDAY, May 30, at 4 p.m.
* MANILA	YUENSANG	FRIDAY, May 31, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.
† Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Sipit, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to:
JARDINE, MATHESON & CO., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH HAVEN, ANTWERP AND BREMEN.	GNEISENAU, Capt. G. Bolte.	WEDNESDAY, 5th June, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	ROON, Capt. R. Meiners.	WEDNESDAY, 5th June, at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.	PRINZ SIGISMUND, Capt. Lens.	THURSDAY, 20th June, at Noon.
YOKOHAMA AND KOBE.	PRINZ SIGISMUND, Capt. Lens.	FRIDAY, 21st May, at Noon.
KUDAT AND SANDAKAN.	BORNEO, Capt. F. Semill.	SATURDAY, 1st June, at 9 a.m.

For further Particulars, apply to:
Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China.
Hongkong, April 26, 1907.

CHINA COMMERCIAL S.S. CO., LD.

NOTICE.

THE Steamship DAPHNE, Captain E. SCHIFFER, will be despatched for SALINA CRUZ, MEXICO, via KUCHINOTZU, JAPAN, on TUESDAY, the 28th May, at 4 p.m.
For Freight or Passage, apply to:
CHINA COMMERCIAL S.S. CO., LD., Hotel Mansions.
Hongkong, May 11, 1907.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship FOURANE, Captain LAUREN, will be despatched for MARSEILLES on TUESDAY, the 28th May, 1907, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. Yarra bound for Melbourne, via BOMBAY and ADEN. Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal ports in Europe.

Next Sailing will be as follows:
S.S. OCEANIC... June 11, 1907.
S.S. AUSTRALIAN... June 25, 1907.
S.S. QUEENSLAND... July 9, 1907.
S.S. ERNEST SIMONS... July 23, 1907.
S.S. POLYMER... Aug. 6, 1907.
S.S. VILLE DE LA CROIX... Aug. 20, 1907.
G. DE CHAMPEAUX, Agent.
Hongkong, May 15, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at TONGA, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARMAN, &c.)

THE Steamship EASTERN, Captain MCARTHUR, will be despatched as above on SATURDAY, the 1st June, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to:
GIBB, LIVINGSTON & CO., Agents.
Hongkong, May 6, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO (KABATU, KOBE & YOKOHAMA).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

Steamers Tons To Sail

GLENFARG...4000 Middle of July.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building, Hongkong, April 15, 1907.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FUOCHOW.

THE Company's Steamship HAITAN, Captain J. S. ROACH, will be despatched for the above Ports on TUESDAY, the 28th inst., at Noon.
For Freight or Passage, apply to:
DOUGLAS, LADRAIR & CO., General Managers, Hongkong, May 23, 1907.

SOUTH AFRICAN LINE. FOR DURBAN.

THE Steamship HELIOPOLIS, Captain MAXWELL, will be despatched as above on WEDNESDAY, the 28th May, at 6 p.m.

For Freight, apply to:
GIBB, LIVINGSTON & CO., Agents, Hongkong, May 25, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. Proposed Sailing: from Hongkong, FOR NEW YORK.

Steamers To SAIL, 1907.
SHIMOSA... 6th June.
BRAEMA... 28th June.

For Freight and further information, Apply to:
DODWELL & CO., LTD., Agents.

Dentistry.

Dr. M. H. CHAUN, THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

SIEN TING, Surgeon Dentist.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the China Mail.

For Sale at the China Mail Office, at 8, Queen's Road Central.

Price... 50 Cents.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'China Mail' Office, 8, Queen's Road Central.

Price 50 Cents each.

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'China Mail' Office, 8, Queen's Road Central.

Price... 50 Cents.

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Coochin China, the Straits Settlements, and Burma.

DAILY NEWSPAPER, with a weekly Mail Edition (20 p.)

SUBSCRIPTION, DAILY (postage extra), 50 p. a year.

WEEKLY, including postage, 25 p. a year. (For India 30 p. a year.)

Advertisements: Rates for inch (8 lines) 1/2, one insertion; 1/4, 2 insertions; 1/8, 3 insertions; 1/16, 4 insertions; 1/32, 5 insertions; 1/64, 6 insertions; 1/128, 7 insertions; 1/256, 8 insertions; 1/512, 9 insertions; 1/1024, 10 insertions; 1/2048, 11 insertions; 1/4096, 12 insertions; 1/8192, 13 insertions; 1/16384, 14 insertions; 1/32768, 15 insertions; 1/65536, 16 insertions; 1/131072, 17 insertions; 1/262144, 18 insertions; 1/524288, 19 insertions; 1/1048576, 20 insertions; 1/2097152, 21 insertions; 1/4194304, 22 insertions; 1/8388608, 23 insertions; 1/16777216, 24 insertions; 1/33554432, 25 insertions; 1/67108864, 26 insertions; 1/134217728, 27 insertions; 1/268435456, 28 insertions; 1/536870912, 29 insertions; 1/1073741824, 30 insertions; 1/2147483648, 31 insertions; 1/4294967296, 32 insertions; 1/8589934592, 33 insertions; 1/17179869184, 34 insertions; 1/34359738368, 35 insertions; 1/68719476736, 36 insertions; 1/137438953472, 37 insertions; 1/274877906944, 38 insertions; 1/549755813888, 39 insertions; 1/1099511627776, 40 insertions; 1/2199023255552, 41 insertions; 1/4398046511104, 42 insertions; 1/8796093022208, 43 insertions; 1/17592186044416, 44 insertions; 1/35184372088832, 45 insertions; 1/70368744177664, 46 insertions; 1/140737488355328, 47 insertions; 1/281474976710656, 48 insertions; 1/562949953421312, 49 insertions; 1/1125899906842624, 50 insertions; 1/2251799813685248, 51 insertions; 1/4503599627370496, 52 insertions; 1/9007199254740992, 53 insertions; 1/18014398509481984, 54 insertions; 1/36028797018963968, 55 insertions; 1/72057594037927936, 56 insertions; 1/144115188075855872, 57 insertions; 1/288230376151711744, 58 insertions; 1/576460752303423488, 59 insertions; 1/1152921504606846976, 60 insertions; 1/2305843009213693952, 61 insertions; 1/4611686018427387904, 62 insertions; 1/9223372036854775808, 63 insertions; 1/18446744073709551616, 64 insertions; 1/36893488147419103232, 65 insertions; 1/73786976294838206464, 66 insertions; 1/147573952589676412928, 67 insertions; 1/295147905179352825856, 68 insertions; 1/590295810358705651712, 69 insertions; 1/1180591620717411303424, 70 insertions

MONDAY, MAY 27, 1907.

THE CHINA MAIL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from	Marseilles	London
COLOMBO	TONS	TONS	2 days earlier	1 day later
OREANA 7000	June 1	MONGOLIA 9500	June 29	July 6
MAITA 8000	June 15	BRITANNIA 6500	July 13	July 20
DEVANHA 8000	June 29	through steamer	July 27	Aug. 3
CHINA 8000	July 13	MOULTAN 9500	Aug. 10	Aug. 17
DELTA 8000	July 27	MAEDONIA 10500	Aug. 25	Sept. 1
DELTA 8000	Aug. 10	HIMALAYA 7000	Sept. 8	Sept. 15
ARGADIA 7000	Aug. 24	HOLDAVIA 8500	Sept. 22	Sept. 29
MAMORA 10500	Sept. 7	INDIA 8000	Oct. 5	Oct. 12
MAITA 8000	Sept. 21	MONGOLIA 9500	Oct. 19	Oct. 26
DELTA 8000	Oct. 5	VICTORIA 7000	Nov. 2	Nov. 9

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
* For information in the connecting steamer from Colombo to Hongkong at time of booking.
* On to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

LONDON,

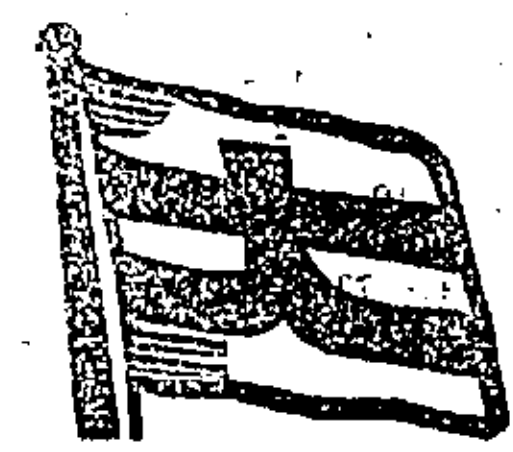
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	LONDON
TONS	about	about
* NORE 7000	June 5	July 22
* NUBIA 6000	June 19	Aug. 5
* SYRIA 7000	July 17	Sept. 2
* NYANZA 7000	July 31	Sept. 16
* SUMA 6000	Aug. 14	Sept. 30
* SUNDI 4000	Aug. 28	Oct. 14
* MANILA 4000	Sept. 11	Oct. 28
* NAMUR 7000	Oct. 25	Nov. 10
* BORNEO 6500	Oct. 28	Nov. 13

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG-
SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
* FUKUSHU MARU, Capt. T. Iro,	TAKAO, Via SWATOW, AMOY AND ANPING.	WEDNESDAY, 29th May, at 8 a.m.
* SOSHU MARU, Capt. T. SUGAWA,	SHANGHAI, Via SWATOW, AMOY AND FOOCHOW.	WEDNESDAY, 29th May, at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unvalued Table.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Disasters.	Tons.	Captains.	To Sail.
TREMENT	9806	T. W. Garlick	June 8

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
QUIETNESS. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Shikoku and Tement are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels assures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information Apply to

Dodwell & Co. Limited,
GENERAL AGENTS,
102, QUEEN'S BUILDINGS.

Notices to Consignees.

'MOGUL' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE STEAMSHIP BRAHMA.
FROM GLASGOW, LIVERPOOL
AND PENANG.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undermanned on or before the 20th June, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 31st May, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO. LIMITED, Agents.

Hongkong, May 25, 1907. 921

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 27th May, will be landed at Consignees' risk and expense.

Consignees of Cargo from Rangoon and Penang are requested to take immediate delivery of their Goods from along-side; each Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undermanned.

The Steamer is working on Sunday, 28th. DAVID SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907. 923

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship SOHARNOHST

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Oil, Tea, and other articles, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Wednesday, the 22nd of May, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 29th of May, at 9.30 a.m.

All Claims must reach us before the 3rd of June, 1907, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undermanned.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, May 23, 1907. 912

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND

COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE

VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per Annum delivered to Hongkong

\$12.50 to all Coast Ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Managers, CHINA MAIL.

SHARE REPORT.

In their weekly share report, dated 23rd May, Messrs. Vernon and Smith state:-
To-morrow being "Victoria day," and a public holiday, our circular is issued a day earlier than usual. During the interval since our last our market has continued to rule extremely dull. Rates continue without improvement, and on the whole still incline toward weakness.

Banks.-Hongkong and Shanghai have been booked in small lots at \$910, \$905 and \$900, and close with sellers at the latter rate. London, after falling to \$29.10, has hardened somewhat, and closes steady at \$2100. Nationals are unchanged and without business.

Marine Insurance.-Yangtze is still in request at \$168, but there is no enquiry for other stocks under this heading, and we have heard of no business.

Fire Insurance.-Hongkong continue on offer at \$350, but Chinas, after small sales at \$80, are in some further request at the rate.

Shipping.-Hongkong, Canton and Macao have been booked at \$70 at which rate the market closes steady. Indos, Star, Ferris and China and Manila are unchanged and procurable at quotations.

Pongloss have been fixed at \$384 and more shares are wanted. Shell Transport are firm with buyers at 43/- and £9.10s for the Ordinary and Preference shares respectively.

Refiners.-China Sugars are somewhat easier with sellers at \$110 after small sales at \$120. Lurons are still on offer at \$21.

Mining.-Rauba have been booked at \$64 and more shares are procurable. Charbonnages can be placed at \$450.

Docks, Wharves and Godowns.-Hongkong and Kowloon Wharves are easier with sellers at \$83. Shanghai Docks are quoted 7s. 7d. and Shanghai and Hongkong Wharves 7s. 2d. the latter with local and Shanghai buyers.

New Amoy Docks are still in request at \$111. Land, Hotels, and Buildings.-Hongkong Lands are unaltered with probable sellers at \$107. Kowloon Lands have been fixed at \$37, and West Point at \$48. Hongkong, Hotels have again been booked at \$118 at which rate more shares are obtainable. Kowloon Estates are unchanged with sellers at \$10.90.

Cotton Mills.-Quotations are without change, and we have no business to report in this section.

Miscellaneous.-Gen. Fenwick have do-ellined to \$17, and Green Island Cement to \$12, both with sellers. Electric have been done at \$15 and are still offering. Ice have been booked at \$245, and Union Waterworks at \$124, the latter closing in request at \$124. Watsons have sold and are offering at \$12.

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS:-
'VICTORIA', Hongkong
For terms, &c., apply to the

MANAGER.

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THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS 'CHEE

KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE,

Proprietor and Manager.

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VICTORIA HOTEL,

TELEGRAMS, VICTORIA, SHAMEN.

SHAMEN, CANTON.

ON THE BRITISH CONSULATE.

F. E. DE BEAUREPAIRE, Manager.

MACAO HOTEL,

TELEGRAMS, FARMER, MACAO.

MACAO, OHINA.

In the Centre of Praja Grand.

BOTH Hotels Electrically Lighted and

under Experienced European

Managers.

Every Comfort and Convenience for Resi-

dents and Tourists.

Wm. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

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WEEKLY NEWS

FOR HOME.

The Overland China Mail

Published to suit the Departure

of each English and French

Mail Steamer to Europe.

Perch, -Tao Loo

Pika, -Fa Pau Poong

Plates, -Pan Yu

Pongfah, Black, -Hak Chong

Pomfret, White, -Pak Chong

Pawns, -Ming Ha

Ray, -Pai Pa Sa

Pook Fish, -Sek Kau Hing

Powch, -Chu Y I

25

HONGKONG AVERAGE MARKET

PRICES.

Corrected to Thursday, May 23rd, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks and prime cut-Mel Lung Pa

.. Corned-Ham Ngan Yuk

.. Head, -Shiu

.. Breast, -Naga Lam

.. Soup, -Tong Yuk

.. Steak, -Ngan Yuk Pa

.. Tongue fresh, -Ngan Li

.. corned-Ham Ngan Li

.. Head, -Ngan Tau

.. Heart, -Ngan Sum

.. Ham, Salt, -Ngan Kiu

.. Feet, -Ngan Kerk

.. Kidneys, -Ngan Yiu

.. Tail, -Ngan Mei

.. Liver, -Ngan Oon

.. Triple (undressed), -Ngan To

.. Calves Head & Feet, -Ngan-chai-tau-kak, set 1.00

.. Mutton Chop, -Young Tai Kwat

.. Leg, -Young Kai

.. Shoulder, -Young Shau

.. Pig's Chittlings, -Chi chong

.. Brains, -Chi Knew

.. Feet, -Chi Kerk

.. Fry, -Chi Chik

.. Head, -Chi Tau

.. Heart, -Chi Sum

.. Kidneys, -Chi Yiu

.. Liver, -Chi Oon

.. Pork, Chop, -Chi Tai Kwat

.. Corned, -Ham Chu Yuk

.. Leg, -Chu Poi

.. Fat or Lard, -Chu Yau

.. Sheep's Head and Feet, -Young Tau Kerk set 60

.. Heart, -Young Sum

.. Kidneys, -Young Yiu

.. Liver, -Young Oon

.. Sucking Pigs, To Order, -Chu Chai

.. Suet, Beef, -Sung Ngan Yau

.. Mutton, -Sung Young Yau

.. Veal, -Ngan Chai Yuk

.. Sausages, -Ngan Chai Cheong

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Poultry.

Chickens, -Kai Chai

.. Opona, Large, Small, -Sin Kai

.. Ducks, -Ap

.. Doves, -Pau Kau

.. Eggs, Hen, -Kai Tau

.. Fowls, Canton, -Kai

.. Hainan, -Hoi Nam Kai

.. Geese, -Ngol

.. Goose, Wild, -Shi Yee Ngol

.. Musks Deer, -Wong Keag

.. Hare, Shanghai, -Ta Chai

.. Partridge, -Ohe Kai

.. Pheasant, -Shan Kai

.. Pigeons, Canton, -Pak Kup

.. Holchow, -Hoi How Pak Kup

.. Quail, -Um Ouan

.. Rice Birds, -Wo Pa Chouk

.. Snipe, -Sa Choy

.. Turkeys, -Cook, -Phor Kai Kung

.. Hen, -Na

.. Wild Ducks, -Shai, -Shanghai Sal-up

.. Teal, -Sui Ap Chai

